

Land Development Code Improvement Committee Main Committee Meeting



Louisville Metro Planning & Design Services

December 17, 2013

LDC Improvement Committee

AGENDA

- INTRODUCTIONS/ANNOUNCEMENTS
- TRANSPORTATION SUB-COMMITTEE RECOMMENDATIONS
- NEXT SCHEDULED COMMITTEE MEETING
TUESDAY, JANUARY 7, 2014
3:00 - 5:00 PM
METRO DEVELOPMENT CENTER
444 SOUTH FIFTH STREET
FIRST FLOOR CONFERENCE ROOM

LDC Timeline

- Complete all LDC Main Committee meetings by Jan. 31, 2014
- Feb/Mar 2014 - Planning Commission public hearing
- Mar/Apr 2014 - Metro Council begin reviewing Round Two proposal
- Remaining LDC Main Committee Meetings
 - December 17 - Transportation
 - January 7 - Landscaping
 - January 21 - Landscaping/Wrap Up Meeting

Miscellaneous Research Sub-committee Report

Item #21 - Stream Buffer Across Property Lines & Top of Bank Determination (Deferred indefinitely to obtain feedback from MSD regarding impacts of intermittent stream changes in #2 below)

- The following changes are proposed for Section 4.8.3 Protected Waterways, which is the portion of the LDC that explains how the boundaries of required stream buffers are delineated.
 - 1) The amendment to the definition of perennial stream discussed in Item #6 of this report triggered the elimination of the reference to U.S.G.S maps in Section 4.8.3.A.1.
 - 2) Intermittent streams are now required to have a Type A buffer area (25') as required by this section.
 - 3) In Section 4.8.3.C.1, additional language has been added that allows the Planning Director, with input from Army Corps of Engineers, United States Geological Survey, Kentucky Division of Water, the Metropolitan Sewer District, the Natural Resources Conservation Service or other informed parties, to make a final determination as to where a certain stream “top of bank” is located.
 - 4) In Section 4.8.3.D, a new statement is being added to further explain that the stream buffer requirements of this section apply even when streams and their required parallel buffers cross property lines.

Miscellaneous Research Sub-committee Report

Item #21 - Stream Buffer Across Property Lines & Top of Bank Determination

MSD's response to intermittent stream proposal

- Email from David Johnson, MSD, dated 11/13/13:

"I have spoken to Steve Emly (MSD Director of Engineering) regarding this change and what thoughts or input MSD may have.

Currently we regulate and enforce the Louisville Metro Floodplain Ordinance. Within that Ordinance there is a stream buffer requirement as follows:

For solid blue line streams, "a natural vegetation buffer strip shall be preserved at least 25 feet on each side of the stream bank as defined by the hydraulic model of the channel. In areas not already disturbed by urban, suburban, or agricultural land uses, prior to the effective date of this Ordinance, existing natural vegetation over story and under story trees shall be preserved and shrubs and ground covers shall be maintained along the stream bank sufficient to naturally maintain the integrity of the stream."

If we supported any changes as proposed in the Land Development Code, we would amend the Ordinance to include such changes. MSD currently has no recommendation on the proposed language in the Land Development Code since it is not regulated or enforced by MSD.

Hope this helps and let us know if we can be of any assistance."

Form Districts Sub-committee Report

ITEM #7 - Form District Threshold Tables

The sub-committee recommends the following changes to the format of Chapter 5 including the threshold tables:

1. Moving the contents of Parts 4, 5, 6 & 7 into each form district section rather than each Part having its own section within Chapter 5. No content changes associated with this change.
2. The following changes will be made to all applicable threshold tables. Traditional Neighborhood Form District threshold table shown on next slide as example.
 - a) Allowing a non-residential building footprint up to 2,000 SF (previously 1,000 SF) to be a Category 2A review.
 - b) 10-16 multi-family units can now be developed as a Category 2B plan. Previously 10 or more multi-family units was required to be a Category 3 plan.

Form Districts Sub-committee Report

ITEM #7 - Form District Threshold Tables (cont.)

TNFD Table 5.2.3 Thresholds	Part 4 Residential Site Design	Part 5 Non-Residential and Mixed-Use Site Design	Part 6 Building Design	Part 7 Transition	Part 8 Street and Road-side Design	Part 9 Transit and Connection	Part 10 Traffic Impacts	Part 11 Open Space	Part 12 Special Design Requirement
Category 2A									
Accessory Structure: New or Expansion (Residential)	X								
Accessory Structure: New or Expansion (Non-Residential)		X							
Construction of less fewer than 10 multi-family dwelling units	X				X				
Construction of non-residential building footprint less than 4,000 <u>2,000</u> square feet		X							
Expansion to the building footprint of an existing residential dwelling (principal structure)	X								
Construction of a single family dwelling on existing lot.	X				X				
Creation of 5 or fewer single-family residential lots	X								
Category 2B									
Construction of 10 or more off-street parking spaces		X			X	X			
<u>Construction of 10-16 multi-family residential dwelling units</u>	X		X		X	X	X	X	
Construction of non-residential/mixed use building footprint between 4,000 <u>2,000</u> -5,000 square feet		X	X	X	X	X			
Category 3									
Creation of more than 5 residential lots	X				X	X	X		
Construction of 40 <u>17</u> or more multi-family residential dwelling units	X		X		X	X	X	X	
Creation of more than 5 non-residential lots		X		X	X	X	X		
Construction of non-residential/mixed use building footprint between 5,001 – 30,000 square feet		X	X	X	X	X	X		
Construction of non-residential/mixed use building footprint in excess of 30,000 sf.		X	X	X	X	X	X		X

Transportation Sub-committee Report

- This sub-committee was charged with reviewing Chapter 5 (Form District Regulations), 6 (Mobility Standards) and 9 (Parking and Loading) of the Land Development Code (LDC)
- Objective of making suggestions to improve various regulations and polices related to transportation issues
- Met 14 times between June 13, 2012 and July 24, 2013
- 48 recommendations listed in this report are the result of the efforts of this sub-committee based upon discussion and research completed by the Committee. Research was conducted by the group into identified peer cities of Louisville and other cities with either a similar size or extensive guidelines regarding transportation issues
- Items split into sections by chapter with each of the recommendations related to the three chapters under the jurisdiction of the Transportation subcommittee

Transportation Sub-committee Report

ITEM #2 - Form District Threshold Table Updates - Mobility Standards

- Each of the Form District threshold tables is recommended to be updated to account for the change to mobility standards
- Mobility standards threshold will be met and accounted for except in cases of accessory structure construction, new or expansion, expansion to the building footprint of an existing residential structure, construction of building footprint less than 3,000 square feet in Traditional and Suburban Workplace as well as Campus
- Construction of building footprint less than 1,000 square feet in Neighborhood, Suburban Marketplace Corridor and Regional Center
- Threshold tables would lower the square footage requirement from construction of building footprint less than 3,000 square feet to construction of building footprint less than 1,000 square feet in Neighborhood, Suburban Marketplace Corridor and Regional Center
- Mobility standards would be required to be followed at a lower threshold and give greater priority to mobility issues existing within Louisville Metro

Transportation Sub-committee Report

ITEM #7 - Creation of 5.8.1.C, Transit Connectivity

C. Transit Connectivity

1. Required Transit Facilities: New Construction or Expansion of Existing Uses

- a. Public transit facilities shall be provided on sites meeting the threshold requirements and located on public transit corridors or planned corridors as listed in Table 5.8.1C.4. The transit agency may take into consideration the professional opinion of other departments and the applicant's desired aesthetic for the development before relocating or establishing a new transit stop and the associated transit infrastructure and transit amenities.
- b. On sites required to construct or install transit infrastructure and amenities prior to transit service operation to, through, or adjacent to the site, binding elements and/or a note on the plan shall require the owner to complete the transit infrastructure and amenity improvements as required by this section at the time transit service begins operation to, through, or adjacent to the site

Transportation Sub-committee Report

ITEM #7 - Creation of 5.8.1.C, Transit Connectivity (continued)

Table 5.8.1.C.1 Required Transit Facilities: New Construction or Expansion of Existing Uses

Table 5.8.1.C.1 Required Transit Facilities: New Construction or Expansion of Existing Uses									
Reference to code			Non-Residential Uses ^{1,2}				Residential Uses		
			1,000 - 3,000 sq ft	3,001 - 10,000 sq ft	greater than 10,000 sq ft		25-100 units	greater than 100 units	
Infrastructure									
Sign and Stanchion	xx		R	R	R		R	R	
10' x 8' Landing/Boarding Area	xx		R	R	R		R	R	
Connection to Stop ³	xx		R	R	R		R	R	
Lighting	xx		R	R	R		R	R	
Amenities ^{4,5}									
Shelter	xx		O	D	R		O	R	
Seating	xx		D	R	R		D	R	
Trash Receptacles	xx		O	R	R		D	R	
Route Information	xx		O	O	D		O	D	
System Map	xx		O	O	D		O	O	
Bicycle Racks ⁶	xx		O	O	D		O	D	
Shopping cart storage	xx		O	O	O		O	O	
Other									
Wayfinding Signage ⁷	xx		O	O	D		O	O	
Approved Advertising	xx		O	O	O		O	O	

R- Required; D- Recommended; O- Recommended in Certain instances (case-by-case)

1 Institutional Uses, such as Healthcare Facilities; Churches, Schools, or Universities; Stadiums, Arenas, or similar; or Stations, Terminals, or Similar, require infrastructure and amenities due to the trips generated. For such uses refer to the standards for Non-Residential Uses greater than 10,000 sq ft.

2 Non-Residential Uses includes Institutional, Commercial, and Industrial Uses.

3 Boarding Areas shall be connected to pads for transit amenities, the curb/edge of pavement, sidewalks, and to internal pedestrian circulation.

4 The Accessory Pad should be sized so to locate all amenities while retaining full accessibility (ADA) of the transit stop and adjacent pathways and land uses.

5 Transit Amenities contribute to the aesthetic of the street right-of-way and the edge of the property. Refer to Section 10: Landscaping for additional information.

6 The bike racks recommended at transit stops may be in addition to the minimum parking required in Chapter 9 Section 2. Wherever practical, locate the bike rack so that it may be used by patrons of both the development and the transit stop.

7 Wayfinding signage in large master planned projects should include signs marking the direction to transit stops.

+ Boarding Areas shall be 10 feet wide, measured parallel to the street, and 8 feet deep. The Transit Design Standards Manual provides illustrations and examples of when to increase the width and depth of boarding areas and associated concrete pads to accommodate specific site conditions and amenities.

* Update thresholds in this chart based on final recommendations from Form District subcommittee (also an exception listed in report)

Transportation Sub-committee Report

ITEM #8 - Update Transit Related Definitions in Chapter 1

- **ACCESSORY PAD** – a concrete slab or paved area that is provided for bus patrons and may contain a bench, shelter, and/ or other transit amenities.
- **BOARDING AREA** – a paved area or sidewalk that allows for the extension of a wheelchair lift and safe boarding and alighting or a person in a wheelchair. A 5-ft by 8-ft concrete pad required at all new or renovation bus/ transit stops.
- **BUS STOP** – A point along a transit route that is specially designated for bus passenger boarding and alighting. It is defined by a bus stop sign and can be located near-side, far-side, or –if there are no better options- mid-block.
- **TRANSIT AMENITY** – a feature of a transit stop that enhances a rider's transit experience which can include a shelter, bench, trash receptacle, or bike rack, etc.
- **TRANSIT CENTER** – a major transit hub where several transit routes converge and can also include the interchange between varying modes of transportation (walking, biking, and motor vehicles).
- **TRANSIT ROUTE**– a defined series of stops along one or more streets between two terminal locations designated by a number and/or a name for identification internally and to the public.

Transportation Sub-committee Report

ITEM #8 - Update Transit Related Definitions in Chapter 1

- **TRANSIT FACILITY** - a designated location along a transit route where a transit vehicle stops for passengers to board and alight and includes a bus route identifications sign, wheelchair landing pad, lighting and other transit amenities.
- **WHEELCHAIR LANDING PAD** - see Boarding Area
- **Major Transit Corridor** - ~~Corridors that are served by public transit service seven days a week and with no more than 30 minute daytime headways on weekdays.~~ *Currently in the LDC definitions - definition revised to categorize the quantity of transit service on a corridor.*

Of the transit corridors in Louisville Metro, the segments on which in some combination of route, the number of trips on a typical weekday exceed sixty (60) and service is operated seven (7) days a week.

- **Transit Corridor** - the public and private streets and vehicular ways traversed by a current transit route including the demographic characteristics and land use profile within $\frac{3}{4}$ mile of the corridor. The transit corridor map includes more than one transit route, and more than one transit technology.

Transportation Sub-committee Report

ITEM #8 - Update Transit Related Definitions in Chapter 1

- **Transit Compatible Development** -A development that makes provisions for transit in the design of the site plan. The design may include provisions for bus turning radii, pavement that can support the weight of transit vehicles, limiting conflicts between pedestrians and transit vehicles and between general traffic and transit vehicles, and facilitating walking between buildings and transit stops. Other factors that may be considered include review of internal roadway and parking area, building placement, garage clearances, as well as recommendations on bus zones, shelters, awnings lighting fixtures and other improvements. *Currently in the LDC definitions - open to revision, no new text drafted*
- **Infrastructure** - Facilities and services needed to sustain transportation, industry, residential, commercial and all other land use activities. *Currently in the LDC definitions- update to include 'transportation'*

Transportation Sub-committee Report

ITEM #9 - Update to Street Lighting in Chapter 4 for Transit

- Include in the section that addresses
 - street lights
 - lighting at the transit stop
 - to enhance the safety and visibility of transit patrons
- Lighting is recommended to be required at all new transit stops
- Including consideration in the placement of street lights could greatly improve bus stop

Transportation Sub-committee Report

ITEM #10 - Creation of 5.8.1.C, Greenway/Trail System Connectivity

- **Greenway/Trail System *Connectivity***
 - Where the property being developed is depicted in a legislatively adopted greenway/trail plan as the recommended location of a community access greenway/trail, an easement or other provisions for public access through the site shall be provided in accordance with the standards found in Chapter 10 Part 5. If the greenway/trail already has been constructed on the abutting property or if the proposed development falls under the category 3 threshold within the applicable form district, the greenway/trail shall be extended through the subject site at time of development of the site.

Transportation Sub-committee Report

ITEM #11 - Creation of 5.8.2, Streetscape

- Combines existing elements of Streetscape sections in Chapter 5
- one section under Chapter 5.8.2 known as streetscape
- streetscape requirements will remain for Suburban Form Districts, Traditional Form Districts and Downtown Form Districts
- Streetscape will be added to the name of each subsection for further clarification

Transportation Sub-committee Report

ITEM #12 - Move Street Design section (currently 5.8.4) to Chapter 6 with Typical Street Sections

- code references street design elements
- more appropriate to the mobility design elements of Chapter 6
- helps to create a more clear separation between mobility standards and their corresponding design elements

Transportation Sub-committee Report

ITEM #13 - Move pedestrian court requirement to Form District Open Space requirements section

- **Move to Open Space Requirements**
 - All residential structures on a pedestrian court shall face a landscaped common open space at least 20 feet wide, in addition to the front yard required in Table 5.3.1. The yard abutting the pedestrian court shall be considered the front yard. Street trees shall be planted in accordance with Section 10.2.8.

Transportation Sub-committee Report

CHAPTER 6: MOBILITY STANDARDS:

ITEM #14 - Change name of Chapter 6 to Mobility Design Requirements

- Creates and reinforces separation between standard requirements of Chapter 5 and design elements of Chapter 6. It allows for better organization of existing LDC language within the chapters.

ITEM #15 - Update Chapter 6 to include green infrastructure opportunities

6.1.1 Intent

- The intent of this section is to manage vehicular access to land development, while preserving traffic flow in terms of safety, capacity, and speed and to promote green management practices (GMP) within the context of stormwater management techniques and reduction of impervious materials.

6.1.2 Approval Required

Construction of curb cuts or access to a public right-of-way serving any new development shall occur only after review of plans and receipt of the necessary permits from the Director of Works or the Kentucky Transportation Cabinet. All new development shall be reviewed for compliance with the Access Management Design Manual. The Director of Works may approve deviations from the Design Manual when site conditions prevent adherence to the manual, or if GMPs are proposed, based on a determination that the deviation is in accordance with AASHTO standards and will not create a public safety hazard. Deviations from portions of the Design Manual relating to joint access and connections between adjacent uses may be approved if the Director of Works and the Planning Director jointly determine such deviations are consistent with public safety, the form district standards and the intent of the Comprehensive Plan. Proposed GMPs within the public right-of-way are subject to approval by the Department of Public Works, MSD and Kentucky Transportation Cabinet, as required.

Transportation Sub-committee Report

ITEM #16 - Insert language to 6.1.3 to allow Fire Protection District to determine separate roadway access

6.1.3 Residential Developments

When a residential subdivision is proposed that abuts an arterial or collector roadway, it shall be designed to provide lots abutting the roadway with access only from an alley, frontage road or interior local road. See also Section 5.4.2.B.1.a.

Direct driveway access to individual one and two family dwellings from arterial and collector roadways are prohibited unless the Planning Commission determines, in consultation with the Director of Works, that there is no acceptable access alternative.

Developments with an aggregate of 200 or more dwellings (single family or multi-family) shall have at least two separate access roadways connecting directly to existing roadway(s) or as determined by the Fire Protection District having authority. Developments created prior to the effective date of this paragraph and not in compliance with it may be modified, including construction of ancillary facilities and improvements to existing structures, provided that the modifications do not increase the number of dwelling units.

Transportation Sub-committee Report

ITEM #17 - Change language of 6.2.1 - Applicability and General Standards

ITEM #18 - Insert new Chapter 6.2.2 titled Right of Way Dedication Requirements

- Add Greater or lesser right-of-way widths may be needed, depending on topography and other circumstances to part A
- Add buildable to A.6
- Change C to include Louisville Loop Trails, Shared Use paths or Greenways, Complete Streets Manual or adopted Bicycle and Pedestrian Plans
- Change ROW table reference

ITEM #19 - Change sections of Chapter 6.2.3 - General Layout of Streets

Transportation Sub-committee Report

ITEM #20 - Update Chapter 6.2.4 - Sidewalk Requirements - Make Pedestrian Facilities a priority

- Consolidation of language from Chapter 5 and 6
- Minimum 5' width required in all form districts
- Passing spaces in form districts requiring the pedestrian zone
- Update sidewalk table to include 5' width reference
- Eliminate vague language under fee in lieu
- Add language to include sites where a sidewalk would provide direct means of access to an existing transit facility within safe distance
- Add reference to partial sidewalk waiver option under sidewalk waiver applicability description

ITEM #21 - Update Chapter 6.2.5 - Roadway Construction Standards

- Add : Minimum Pavement Width. Access from new lots or a new street connecting an existing street shall not be approved unless the existing street has adequate pavement width to provide for ingress and egress to the proposed development.
- Move private roadways language and sidewalk design standards

Transportation Sub-committee Report

ITEM #22 - Update Chapter 6.2.6 - Private Roadway Construction Standards

ITEM #23 - Insert Chapter 6.2.7 - Right of Way Illustrations

ITEM #24 - Move updated Landscaping within the Right of Way section to Chapter 10

ITEM #25 - Eliminate Pre-Application Requirement for Permanent Street Closings

Transportation Sub-committee Report

ITEM #26 - Update Chapter 6.4

- Change language to allow Transit Authority to amend the Transit Design Standards as part of the appendix 6F

ITEM #27 - Include transit in Chapter 6.5 - Traffic and Air Quality Assessment

- Mention transit in traffic impact analysis: relationship to land use, trips generated, increases demand for transit, how developer can improve transit to mitigate traffic impact, design for all users including pedestrians, cyclists, transit customers, and drivers; multi-modal approach.

ITEM #28 - Update Appendix 6E to Current Air Quality Analysis Standards

ITEM #29 - Adopt new Transit Design Standards Manual for Appendix 6F

Transportation Sub-committee Report

ITEM #30 - Remove ADA parking sentence from Chapter 9.1.2 (eliminate)

ITEM #31 - Update Chapter 9.1.3 - Use of Required Parking Spaces

- Change part reference and consolidate language

ITEM #32 - Add new transit related parking reductions

F. Off-street Parking Reductions

- Applicants may reduce the minimum number of parking spaces based on form district/ planned development district by the following percentages:
 - A fifty (50) percent reduction in the minimum number of parking spaces may be applied to any development within the Traditional Form Districts which is within $\frac{1}{4}$ mile of a transit route. The reductions listed in 9.1.1.F.1.a may not be combined with any other reductions listed in 9.1.1.F, except for 9.1.1.F.1.d.
 - A thirty (30) percent reduction in the minimum number of parking spaces may be applied to any development within the Regional Center Form District which is within $\frac{1}{4}$ mile feet of a transit route. The reductions listed in 9.1.1.F.1.b may not be combined with any other reductions listed in 9.1.1.F, except for 9.1.1.F.1.d.
 - A ten (10) percent reduction in the minimum number of parking spaces may be applied to any development within 1,000 feet of a transit route.
 - A ten (10) percent reduction in the minimum number of parking spaces may be applied to any development in combination with other parking space reductions within 1,000 feet of a transit route, so long as the employer provides support for transit users at least ten (10) percent of the total number of employees to be employed upon the completion of the development, inclusive of previous phases or expansions of the same development.

Transportation Sub-committee Report

ITEM #33 - Move note regarding reductions

ITEM #34 - Reorganize Parking Tables

ITEM #35 - Consolidate Chapter 9.1.4 and 9.1.5 - Parking Area Layout and Design

- Strike out language moving to other sections as part of consolidation

ITEM #36 - Consolidate special parking types into Chapter 9.1.6

ITEM #37 - Eliminate 9.1.7.A - Repetitive Language

ITEM #38 - Add 9.1.8.A to Joint Use Parking section

ITEM #39 - Update 9.1.10 - Parking Area Improvements and Maintenance

- Rename subsections and eliminate language moved to other sections

Transportation Sub-committee Report

ITEM #40 - Eliminate existing 9.1.13 - Parking Area Layout and Design (consolidated under Item #37)

ITEM #41 - Update 9.1.11 - Queuing for Drive-Through Facilities

9.1.1411 Queuing for Drive-Through Facilities

In addition to meeting the parking requirements of this Part, drive-through facilities shall comply with the following standards.

- A. Spaces Required. The minimum number of queue spaces required shall be **based on use as outlined in Table 9.1.4. as follows**. The Director of the Permit Issuing Authority may permit variations from these minimums when he/she finds that such modifications would not adversely affect the functionality of the parking area and the safety of those that use it. The Director of Works may require queue spaces in excess of the minimum when he/she finds that the proposed facility would cause traffic to back-up on a public thoroughfare.
- B. Minimum Dimensions. Each queue space shall be at least ten (10) feet in width and twenty (20) feet in length.
- C. Design. Each queue lane shall be clearly defined and designated so as not to conflict or interfere with other pedestrian or vehicular traffic on the site.

Table 9.1.4 Queuing for Drive-Through Facilities

Use	Minimum Spaces	Measured From
Bank Teller Lane, Laundromats/Dry Cleaners, Drug Store, Ice Cream Parlor, Liquor Store and all other Drive-Through Lanes not specifically listed	3 per lane	Teller or Window
Automated Teller Machine (ATM)	2 per machine	Teller Machine
Restaurant, Coffee Shop Drive-Through	6 per lane	Pick-up Window
Car Wash (Conveyor Type Operated by Customer)	4 per conveyor unit/stall	Entrance
Car Wash (Conveyor Type Operated/Washed by Employees)	6 per conveyor unit/stall	Entrance
Car Wash (Self Service/Manual)	2 per stall	Stall

Transportation Sub-committee Report

ITEM #42 - Update 9.1.14 - Parking Studies to include references to Public Works and Planning Director approvals of modifications

ITEM #43 - Add peak hour restriction and licensing agreement language to Chapter 9.1.15 - Loading Area Requirements

ITEM #44 - Expand Bicycle Parking Requirements to include additional uses and increases tied to vehicular parking reductions

ITEM #45 - Adopt the Metro Complete Streets Manual as an appendix to the LDC

ITEM #46 - Adopt the Metro Bicycle Master Plan as Cornerstone 2020 Core Graphics

ITEM #47 - Adopt Pedestrian Master Plan as part of Cornerstone 2020 Core Graphics

ITEM #48 - Revise Sight Triangle Ordinance to meet AASHTO standards

ITEM #49 - Recommend Revisions to the ADA Parking Ordinance